



TRANSPORTATION & PUBLIC UTILITIES COMMITTEE

COMMITTEE MEETING

~ MINUTES ~

Tuesday, June 28, 2022

12:30 PM

Sullivan Chamber
795 Massachusetts Avenue
Cambridge, MA 02139

The Transportation and Public Utilities Committee will conduct a public hearing to discuss the recent MBTA bus network redesign.

| Attendee Name | Present | Absent | Late | Arrived |
|-------------------|-------------------------------------|-------------------------------------|--------------------------|---------|
| Burhan Azeem | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Marc C. McGovern | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| Patricia Nolan | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Paul F. Toner | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Quinton Zondervan | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

A communication was received from Councillor Azeem, transmitting a presentation regarding Bus Network Redesign (BNR).

A communication was received from Councillor Azeem, transmitting a presentation from the MBTA "Better Bus Project".

Minutes Acceptance: Minutes of Jun 28, 2022 12:30 PM (Committee Reports)



CAMBRIDGE CITY COUNCIL
TRANSPORTATION & PUBLIC UTILITIES COMMITTEE
COUNCILLOR BURHAN AZEEM, CHAIR

COMMITTEE MEETING
TRANSCRIPT OF PROCEEDINGS

JUNE 28, 2022
12:30 PM, SULLIVAN CHAMBER

Minutes Acceptance: Minutes of Jun 28, 2022 12:30 PM (Committee Reports)

COUNCILLOR BURHAN AZEEM: I believe we have a quorum. So, I just wanted to thank you all for being here. Hello? I would like to call this meeting of the Transportation and Public Utilities Committee to order. The call of the meeting is to conduct a public hearing on the Bus Network Redesign.

Pursuant to Chapter 20 of the Acts of 2021, adopted by the Massachusetts General Assembly, and approved by the Governor, the City is authorized to use remote participation at meetings of the Cambridge City Council.

To watch the meeting, please tune in to Channel 22 or visit the Open Meeting Portal on the City's website. Today's meeting will be conducted in a hybrid format. If you would like to provide public comment, please go to cambridgema.gov/publiccomment to sign up. We will not be allowing any additional public comment sign up after 01:30. With that, all of today's votes will be by roll call. Please take--can we take a roll call of members present?

Deputy City Clerk Paula Crane called the roll:

Councillor Burhan Azeem - Present

Councillor Marc C. McGovern - Absent

Councillor Patricia M. Nolan - Present

Councillor Paul F. Toner - Present

Councillor Quinton Y. Zondervan - Present

Present-4, Absent-1. Quorum established.

COUNCILLOR BURHAN AZEEM: Thank you, Madam Clerk. And I just want to acknowledge that the Vice Mayor is here as well. So, today's meeting will be in a little bit of a unique format. We have members of the MBTA here for the first hour. So, the goal will be to have them speak for a couple of minutes on their version of how they see the Bus Network Redesign, then to give it to CDD, just speak for a couple of minutes.

And then we'll go over to public comment and any comments from Cambridge--from City Councillors. Afterwards, we'll come back and finish with CDD's presentation, just because there's a lot of Cambridge specific parts, which we don't necessarily need the MBTA here for. And considering we only have them here for the first hour, we want to make sure that we would touch on that first.

So, with that, I would just like to acknowledge the members of the MBTA that are here with us today. I believe we have Adam. Would you like to introduce yourself, Adam?

ADAM KAMOUNE: Well, my name is Adam Kamoune. I work

in External Affairs for the General Manager's Office. I'm doing Legislative and Municipal Engagement.

COUNCILLOR BURHAN AZEEM: Perfect, thank you. And we have Melissa as well.

MELISSA DULLEA: My name is Melissa Dullea. I'm the Senior Director of Service Planning for the MBTA.

COUNCILLOR BURHAN AZEEM: Thank you, guys, for those introductions. Melissa, do you or Adam have a presentation you'd like to start with?

ADAM KAMOUNE: Oh, yes. Melissa, share.

MELISSA DULLEA: Okay. Can you see the share?

COUNCILLOR BURHAN AZEEM: Yes, thank you.

ADAM KAMOUNE: All right. Hello, folks. We're gonna go ahead and get started keeping short, so that we can turn it over to questions. My name is Adam Kamoune, again. I work in the General Manager's Office for External Affairs. And thank you for having us today, along with my colleague, Melissa.

We're gonna go over the Bus Network Redesign changes, specifically for Cambridge. This is an initiative that has been in the works for a number of years now. It's been something that we've worked with folks in the City. We've

had tremendous help from Joe Barr and other members in the City, working with multiple departments on this. And we've met--there's external task force that we've worked with members of the community as well as Cambridge staff--sorry, the Cambridge staff on this. And so we're rolling it out to the public.

There's--right now, we're receiving feedback throughout the summer. There's multiple opportunities for folks to engage with us on this project, and share their thoughts good, bad, or neutral. And with that, I'll turn it over to my colleague, Melissa, go ahead and get the presentation started.

MELISSA DULLEA: Super. Thanks for that introduction. I'll go briefly through my slides. I know we're limited for time. So, I'll speak quickly.

But just very briefly, what is Bus Network Redesign? We're reimagining the MBTA's bus network to better reflect the travel needs of the region and create a better experience for current and future bus riders. And the way we do that is by changing the routes, and the frequency of those routes. And why are we doing that? It's because the region has changed, but our bus network largely has not.

And we want to better align how we are serving people's needs.

So, Bus Network Redesign, is one part of many different things that we're doing. All of these collectively, we refer to as the Better Best Project. We're looking at things like the facilities and electrification and bus priority treatments. But even other things like, you know, bus stops, the types of amenities that we have at those stops, better dispatching tools. All these things make up the Better Bus Project. But basically, I'm here to focus on one component of that, which is Bus Network Redesign. Again, looking at where routes go, and what frequencies we assigned to those different routes to better meet the traveling public needs.

So, these are some of the ways that we've heard from riders that they perceive great bus service. They want routes that go where people want to travel, when they need it. They want service that's fast, frequent, and reliable. They want service that's simple to use and understand, and that serves the people who need it most.

Occupational hazard of working from--sorry about that. What we're trying to do is really be driven by equity first

prioritizing the needs of those who depend on buses, and need frequent and reliable bus service. So, when we're talking about equity, we're looking at things like low income populations, people of color, seniors and people with disabilities, or people who live in households with few or no vehicles.

We're trying to make very intentionally much more frequent service in busy neighborhoods, more all-day service. Today's network, we recognize is very commute-trip oriented. And that can mean that, you know, traveling to the grocery store on weekends, and Sunday service can be very slim in terms of the amount of service that we provide. So, we want to make more all-day service.

We want more connections to different places, including non-downtown centers. Not everyone is traveling to downtown Boston. There are other emerging even employment centers. Kendall Square, the seaport or the Longwood Medical Area that are regionally important employment centers that we want to have a better connected into the transit network. And we also want a network that's simpler and easier to use. It doesn't have to be quite so challenging to be able to access the buses.

So, overall, with Bus Network Redesign, we're looking to serve 275,000 more residents with high-frequency service of those 115,000, our residents of colors and 40,000, low-income households gain access to new high frequency service. And this isn't just a level-funded plan. This is actually an ambitious plan that we have put forward, we want to add service. This assumes a 25% increase in the number of bus hours that we would be using, which means, you know, more operators are also part of this plan. And this has a 70% increase in weekend service. And overall, 200,000 more residents would gain access to fast and frequent service to the Longwood Medical Area.

So, the biggest thing that we're spending our resources on, is making more all-day high frequency service. What we mean by that is, service that would be every 15 minutes or better, seven days a week for 20 hours a day. You can see the map on the left shows today's network. We call that our Key Bus Routes, where we have service. It's actually today every 20 minutes or better. And you can see we have some service in Cambridge. We have five routes today. But you'll see there, you know, whole squads, north of Boston, Somerville, and Medford, and

Malden, Lynn, other areas that have no high-frequency bus service. And even where we do have service in Boston and Cambridge, you can see that it's not as dense as the network that we're proposing on the right.

So, we're proposing to double the number of corridors with high-frequency service from 15 to 30. This would make 50% of the service that we operate with buses, high-frequency service, so that the share of service that would be covered with high-frequency service would be greater.

And it adds Everett and Lynn and Medford and Somerville, South Boston, West Roxbury and other neighborhoods onto the map. We also are better connecting certain areas, Longwood Medical Area, Seaport and Kendall, get new high-frequency bus service. So, that's the big headline that we're looking forward to.

Overall, Longwood gets 200,000 more residents with fast and frequent service. South Boston Waterfront gets 180,000 new residents with fast and frequent service. Even, Kendall Square gets 58,000 new residents with fast and frequent service.

So, focusing in on the Cambridge routes, I'll pause on this slide. And this is excerpted from materials that are

on our website. If you go to mbta.com/bnrd, that's short for Bus Network Redesign, BNRD, we have maps, and explainer documents that have, you know, full tables of--you know, if you ride route X thing, your new X route would be y for every route. And we've broken it down. So, Cambridge has its own explainer document with a list of all the routes. So, this is excerpted from, from that document on our website.

So, the main headline is that there would be more high-frequency service. So, anywhere that you see those thick blue lines, those are the proposed high-frequency services. And there's been a sort of nomenclature change. At least what the working assumption is for now is that these would be identified with a unique group number to show that they are those all-day high-frequency routes, that these are different routes, that you don't need a schedule card, you can just sort of show up at the curb and expect that within a reasonable period of time that a bus would be along. So, we wanted to symbol signify even with, you know, the route number on the sign that these routes are different.

So, anywhere you see that the letter T, and then the

number, those are the high-frequency routes. So, we have existing routes like the T1 and the T66, and the T77. These are all similar to today's one and 66, and 77. So, even for the places where we are proposing changes to the route structure, so the One, 66, 77, 71 and 73 are Cambridge's existing key bus routes. Even those will be promoted to a little bit better frequency, because we've changed the definition of what we call High-Frequency Bus Service compared to the existing key bus routes, to say that we want service to be every 15 minutes or better. And today, those routes are every 20 minutes or better.

So, primarily this is mostly a difference, like at night, on Saturdays, or maybe late in the evening on weekdays. So, generally the lower ridership times. We want to promote that frequency to be just a little bit more frequent every 15 minutes or better instead of every 20 minutes or better. But largely those five routes would be generally the same.

Now, we're adding five more high-frequency routes. So, I'll talk you around the map to show these different routes. If we start at the northern end at Porter Square, you'll see that there's a new T96 connection. This is a

route that we're proposing that would start at Porter continue up to Davis, and to Medford, very similar to today's 96, except that takes a slightly more direct route, so that it can connect to the new Medford/Tufts Green Line station. And then, this continues out to Medford Square, like today's 96. But in a departure from today's 96, it would actually continue going out to Malden Center. So, this is by restructuring the 96, with part of the 101 that operates today, and promoting the frequency in that corridor, because today, it might be every 30 to 60 minutes on weekends. So, this is creating sort of a northern circumferential crosstown service that would connect from Porter Square to the Green Line extension, and also to the orange line at Malden Center.

There would be a second high-frequency connection at the Porter Square with the extended T39 bus. So, if you're familiar with today's 39 that starts in Jamaica Plain, and well, it starts at Forest Hills and goes up through Jamaica Plain past Freedom Circle, where folks maybe using the service to access the Longwood Medical Area, and then it parallels the E line into the Back Bay in Copley area.

What we're proposing is to rather than duplicate the E

line, to allow folks to transfer to the E line for continued access to downtown, but to merge the 39 bus sort of with the 47 to get more of a crosstown connection, so that we can complement the rapid transit rather than duplicate it. So, we would have a little bit better distribution through the Longwood Medical Area. We cross over the BU Bridge, and serve the Cambridge Port area, connect that Central Square to the red line, and actually go a little bit farther, across Prospect Street to connect to Union Square, and then head up the Somerville to Porter Square.

So, this is doing a few different things. We think that folks can still use the 39 to get to the E line for continued service to downtown. But at the same time, we can get folks from JP connections to Cambridge and Somerville. Some of these trips can be very awkward transfers today, but from the cellphone data that we're using to drive our networks, there's a lot of traffic happening in these corridors. Yes.

COUNCILLOR BURHAN AZEEM: Sorry to interrupt. I was wondering if you could just wrap it up in the next minute or two. I just want to keep things moving on.

MELISSA DULLEA: Okay. Certainly. Just other things that I'll highlight, we have a number of other changes aside from the five added high-frequency routes. But overall, this is a big increase in the amount of service available to Cambridge riders. It's about 35% more revenue vehicle miles that folks who are boarding or alighting in Cambridge would have access to. And there are other changes, you can see the rest of the details broken down route-by-route on our website again at mbta.com/bnrd. We have really quite a few changes. So, I do urge you to look at the website, look at our explainer materials. And we also have some other documentation there so that folks can be able to, you know, use a hypothetical future trip planner to see, you know, how the types of trips that you're taking might be served differently in the new network.

COUNCILLOR BURHAN AZEEM: Thank you for that. With that, I would love to turn it over to CDD to just give a small presentation on initial thoughts and reactions. And then, we'll move over to public comment. So, Iram, I'm not sure of who would be the appropriate person. But I would love to turn it over to you.

ASSISTANT CITY MANAGER IRAM FAROOQ: Thank you, Chair. Iram Farooq, Assistant City Manager for Community Development. We're joined from CDD by Susanne Rasmussen, Director of Transportation and Environment Planning, and Andy Reker, our Transportation Planner, who deals primarily with transit. And we are also joined by Joe Barr, Director of Traffic Parking and Transportation from the TPT Department. I'm gonna turn it over to Andy quickly, so that he can run us through this presentation.

TRANSPORTATION PLANNER ANDREW REKER: Oh, good afternoon. Once again, my name is Andy Reker. I work in the Community Development Department as a Transit Planner. So, we have a short presentation here that I just wanted to share a little bit about the Community Feedback we've heard already, a little bit about our Community Engagement, and just share some key points, City Staff feedback based on having studied that MBTA's proposal.

So, real quickly, I'll start with the Community Feedback. For information, our community engagement strategy for this particular MBTA initiative is to canvass the community as a supplement to the MBTA's work to engage the community properly.

Just as a real brief summary of what that is, we've set up an online questionnaire. And we'll also give people paper copies of this questionnaire for people in Cambridge to tell us their thoughts about MBTAs proposal. We know that there's a lot of changes and finding ways to inform people about the proposal is one of the things that we're trying to do. So, we have actually started putting up flyers at bus stops with information like you see here on screen. And we are also planning to do some additional pop up events or participate in different city events over the month of July, to try to also get the word out, and also hear from people their thoughts. This strategy actually worked well for the Better Bus Project that MBTA ran in 2017 and 2018. We received a lot of good feedback by canvassing the community.

Just to bring up some of the things that we heard in 2018 that we think that are important points to basically keep in mind. Previously, we had heard that better buses look more reliable, more frequent, and connect the city better.

And, you know, some of the key points that people shared were more frequent bus service during rush hour,

improving bus reliability, adding service and growing or underserved neighborhoods, finding opportunities to, you know, pair routes that connect across transfer points, to connect different parts of Cambridge, and looking for opportunities to make routes more direct, or, you know, find ways to improve access to different destinations around the city.

So, in June--sorry, earlier this month, about a week ago, we launched our community engagement. Our goal is really to try to seek feedback from as many bus riders as possible. And this will help us with the people's feedback, figure out how, you know, we advocate for modifications, the proposal. We're also seeking feedback from organizations around the city, neighborhood groups, business associations, their transportation management associations and, you know, we're starting to put our feeders out with those groups this week. We're also like I mentioned before gonna have engagement events through the end of July, tabling and things like that.

Prepared a slide about a little bit of what that looks like, but call to your attention, or online questionnaire, which was launched last week is at a fairly easy to

remember web link, that's camb.ma/bus-survey. And I wanted to actually share that this was also included in the Daily Digest last week on Wednesday and Thursday. And actually, looking through the responses, noted that some councillors have already included this in your email newsletters. So, I appreciate you're already doing that.

You know, we've also shared, you know, the details of this proposal with the Transit Advisory Committee, which assists City staff on thinking through proposals from the MBTA. They've requested further details. They'd like to know frequencies by route and some other information. And, you know, they are also planning on providing their own comments to the City staff, and also potentially drafting a comment letter to the MBTA as, you know, things progress into July.

Just so you get an understanding of what the questionnaire includes, you know, we want to know a little bit about what trips people take, where they're trying to go, you know, are they going places in Cambridge or Boston, other parts of the region. We're also, you know, asking people their thoughts about how to improve bus service in general, whether they know about the MBTA Bus Network

Redesign proposal, and if they have opinions. We are also asking optional demographic questions, just to check ourselves to see if our respondents as a whole are representative of the demographics of Cambridge.

So, since this survey was launched, this questionnaire was launched last week, we've had a little bit more than 390 respondents. About half of the people who responded to the questionnaire knew about the proposal. And for those people who didn't, we basically include a line in the questionnaire that basically has a link to MBTA's proposal. We did ask, you know, about the proposal whether people thought their trips would be better. And, you know, 24% solidly think that their trip will be better, about 30% are just not sure or thinks it's about the same. And 46% believe that their trips will be worse.

We--I just want to say this is actually fairly positive. Change is really hard. And actually, asking people to understand what some of the things that are changing and actually confirming the details, is not necessarily easy. So, to be honest, I've never seen changes that are this well-liked, at least on initial scan. So, just because it seems like there's more people who are

saying that it's worse, doesn't necessarily mean that everybody in the community believes that it's worse. And of course, we'll continue to get feedback.

Just wanted to pull out a few quotes that we've heard already from the community. Let's see, you know, I think that there's some people who are really excited about the increase in service with some questions about some specifics. You know, there are some people who are a little bit confused and don't really understand the purpose. And we also have some very specific comments. Maybe somebody who's been advocating for a bus between Lechmere and Kendall is finally excited to see something on the map that shows the bus might run between these--those two locations and elsewhere.

There's, you know, other questions and other concerns that people have. And, you know, I think what I just wanted to just repeat now, and like I mentioned before, is that we'll continue to listen to community feedback through July. And this will inform our feedback to the MBTA. Of course, with open-ended comments, we're definitely gonna share those with MBTA as well too. So, they can, you know, see what people it is--see what it is that people in

Cambridge have been saying about their proposals.

So, some initial feedback from City staff, and then, I'll turn it back over to Councillor Azeem. So, you know, I think we're encouraged about the commitment to add significant new bus service. And the five new high-frequency routes in Cambridge are really exciting. Among them, the Kendall to Lechmere, and onward to Charlestown, East Somerville and Medford. That route is really exciting. Central to Longwood Medical Area and Jamaica Plain, that is also an exciting proposal. And of course, out toward the west, toward Watertown and Waltham from Central and Kendall, those are really exciting.

I know some folks have been asking about kind of our thoughts about what this means for making Central Square a bus hub. And at least on initial connect, it does look like this actually reduces the need for buses to wait for layover in Central Square, which is actually an exciting feature of the proposal as it is. We're also really excited that MBTA is saying that they will work--eager to work with us on dedicated bus lanes and transit signal priority.

We do have some concerns. And so, you know, I think the reduced service on Concord Avenue, the Alewife

Quadrangle area is definitely a concern. We already have a significant amount of affordable residential development that was recently constructed there. We also expect more residential and commercial development in the near term. The reduction of service on Broadway changing the route to be peak-only is definitely a place we're concerned. And also, as was reflected in some of the quotes that I shared, the elimination of all routes from East Cambridge to Somerville, is definitely something that we are also concerned about. Finally, this is a very, very small kind of thing. But definitely changing Route 83 from Central to Kendall as this destination is something that, you know, I think we have to understand a little bit better.

We have some suggestions. And I'll review those real quickly. So, overall, communications wise, we think that the rationale is kind of getting lost amongst all the different information that's provided. And we hope that the MBTA can make the rationale very clear for each new route or modification in addition to the whole network redesign. And people are having a little bit of a difficulty understanding which routes are shifted to different streets, if they're being reduced or eliminated. And being

able to see that, in addition to the where the new bus routes will be, I think will be really helpful.

We are encouraged by the MBTA's efforts to canvass in communities to provide information and answer questions. And we think that the MBTA should consider that and continue with it. And we like when the MBTA has been canvassing at bus stops rather than inside stations and [inaudible 00:36:39].

On some bus routes specifically, you know, we really are struggling with the idea of reducing service around the city, especially on Broadway and Concord Avenue. We understand that with the Green Line extension that some minor changes to routes between East Cambridge and Somerville are definitely things that would make sense. But looking at the routes in Somerville, you know, the connections between the new Green Line extension, the Medford Branch, and bus routes is really indirect or fairly long. So, we would hope that there's new routes in Somerville that connect destinations directly to the new Green Line stations.

Again, repeating the comment about Concord Avenue, you know, more bus service to the Alewife Quadrangle than there

is even today, would be such a great support to the City's efforts to create really transit-oriented development in that neighborhood. In particular, I call that the Route 83. Before what we've heard, since 2017 and 2018, has been that Central Square is a really important destination for folks in North Cambridge. Having a bus that goes to Kendall while an important employment center, really would disconnect people from their ride to the civic facilities in Central Square and the human services programs there too.

Finally, before I turn it over, back to Councillor Azeem, is, you know, I think some ideas that have not been considered yet, we wanted to ask MBTA to consider providing a direct route between Kendall and Chelsea. We've heard a strong desire from Kendall area employers that they need reliable bus service for workers coming from Chelsea and kind of the northeast--northeast of Boston area.

Another idea is to consider with the new Route 55 to serve Kenmore rather than Hynes. In particular, this is for travelers coming from the west of Boston, potentially connecting to Kendall Square. The most congested section of the Green Line is often Hynes to Kenmore. And being able to sit on, you know, already in a congested Green Line train

versus potentially hopping off and getting off of the bus to Kendall is a big difference there. And finally, you know, Hynes station is not currently accessible, although we understand that there's projects in place to make the station accessible.

As I mentioned earlier, we're listening to feedback from the Cambridge community. We're excited about many of MBTA's commitments. And we are gonna be listening to the Cambridge community to really summarize our thoughts toward the middle and the end of July. Thank you very much and I'll turn it back over.

COUNCILLOR BURHAN AZEEM: Thank you for that presentation. I now wanted to go to public comment. Could we start public comment on this part?

DEPUTY CITY CLERK PAULA CRANE: Sure. The first speaker is Tyrone Ford. Tyrone Ford, do we have the floor?

NAOMI: Clerk, Tyrone Ford has not joined the Zoom.

DEPUTY CITY CLERK PAULA CRANE: The next speaker is Ellie Sherry.

NAOMI: I'm sorry. I don't see Ellie Sherry on the Zoom.

DEPUTY CITY CLERK PAULA CRANE: The next speaker is

James Williamson.

NAOMI: James Williamson does not appear to have joined either.

DEPUTY CITY CLERK PAULA CRANE: Robert Simha.

NAOMI: Robert Simha, you have the floor. Please unmute yourself.

PUBLIC COMMENTS

Robert Simha, Kendall Square, Third St, Cambridge, Vice President of the East Cambridge Planning Team, spoke on the MBTA plan: Appreciated the presentation given by MBTA to the East Cambridge Planning Team, but raises serious policy and operational issues. Commented that the MBTA plan makes little attempt to anticipate the growing demand for surface transportation, which is critical for the emerging labor force.

He further added that the plan does not recognize the impact of new authorized development in the Eastern Cambridge area, and disenfranchises the elderly, service and healthcare workers that live in public housing in Cambridge, who are entirely dependent on reliable and affordable public transit. Commented that the team needs to go back to the drawing board and develop a plan that is

service-oriented and is consistent with development and transportation policies of the City of Cambridge.

Marie Elena Saccoccio, address not provided, spoke on MBTA plan: Commented the Zoom meeting conducted by the MBTA had really any context and the MBTA planners were deficient in anticipating the needs in East Cambridge, which is home to three elderly disabled facilities, Millers River, Truman Apartments, Putnam Apartments. Pointed that the T is proud about the increased service for North Point and Kendall, but the plan is not feasible for the disabled, elderly, and vulnerable population in East Cambridge.

Heather Hoffman, 213 Harley Street, spoke on the transportation issue: Commented that the T has an unreliable service currently, by taking away frequent buses. He's confused as to how this new arrangement gets people to the destination that they really need to get to, and suggested to rethink the MBTA plan.

DEPUTY CITY CLERK PAULA CRANE: Councillor Azeem, there are no more public commenters signed up at this point.

COUNCILLOR BURHAN AZEEM: Thank you for that, Madam Clerk. So, I just wanted to give my initial thoughts. And

then, I will go to other councillors on the committee, and then, other councillors in general.

I wanted to thank the members of the T for being here. I know that, you know, you have a lot of comment, and a lot of other sorts of processes you're going through to get feedback. And I really appreciate you guys being here today. I'm very excited for the Bus Network Redesign, all the new bus routes, particularly as we're going from five to 10 high-frequency routes is very important and very, very excited to see that.

I really wanted to emphasize how supportive, you know, the City of Cambridge is around bus transit in general. Like, we've made a lot of physical infrastructure improvements. But also, you know, as we're thinking about adding more housing and [inaudible 00:51:36] other parts of the city, we're really excited to have forms of transit that are really effective in getting people around. And buses definitely play a large role into that. And so, I just wanted to particularly say I'm very excited for the increase in high-frequency. Frequency by far is, you know, the most important thing and the thing that most people ask for. And so, I'm very, very excited to do that.

I wanted to echo and highlight two pieces that were brought up during this conversation in particular. The most--the first one I would say is around bus service on Concord Ave. We're currently in the process, as I'm sure you've heard from staff and other comments already around revisiting the Alewife Area. And that will include a significant amount of more office space, laboratory space and housing. And so, in particular, we're hoping to see a big jump in activity in that area. And that area is already very difficult to get around. And so, to have a deep service on Concord Avenue in particular, is something that I'm very concerned about.

And then, the second is, as many of the commenters said, today, around East Cambridge. We do have the Green Line station opening up. But it just seems like East Cambridge in particular is a place where we're both adding a lot of housing both ourselves and our neighboring City of Somerville. But we also have a large bus depot under the new Green Line station, which would be a great way to kind of connect the city in many different ways. And so, really wanted to highlight that, in particular, the loss of service on the 80, 87, and 88 is something that I hope that

we can find a remedy to.

With that, I don't want to take up all the time, since we only have 50 more minutes. So, I just wanted to ask [audio blip 00:53:11]. Councillor Nolan?

COUNCILLOR PATRICIA M. NOLAN: Thank you, Councillor Azeem, and thank you for being here and prevailing and convening this meeting even while you are, um, are--are struggling to--to keep us all on track with--in this situation. I want to appreciate the T's presentation. And I also want to thank the staff, because their presentation echoes very much the way I thought that there's a lot of really positive things in this.

It's really, really exciting to see the approach. I think the goals are terrific. The new connections to more places. The network making it easier and simpler. Really focusing on--on how it is that--that folks can access services by increasing public transportation.

And the concerns are still really, really--my concerns are still quite high and--and strong. And they echo very much what the staff said and what you just said Chair Azeem. Particularly, about the reduction of service on Concord Ave that is something that is going to dramatically

impact people. We already have a situation where that area is bollixed up with traffic. I think it's at 100% capacity much of the day, so that if there is not the availability of public transit. As we pour hundreds more jobs into that area and hundreds more residents, it will become an even worse nightmare. And we will not be reducing any kind of the--the single occupancy vehicle traffic that we need absolutely to do from a range of perspective. So, that is something I'm glad you pointed out Chair Azeem. And I urge the T to really take another look at that.

The--the concerns again that I just summarized. I was glad that the--the staff did it. The--the 68 bus change, particularly the elimination of the 80, 87, and 88. It--there's--what would be really helpful when T representatives presents, this is not only present, here's all the great changes, also, and here are the ways we're reducing, because that's not as clear. And it's much harder to look at a plan if you don't have both sides of it. That--I would--would like to understand how it is that these connections will be up 35%. With these connections in this many more people, when in fact, there's a number of areas of the city, which will be less well-served, as we heard,

the change in--in the bus from Central to Kendall is--is again, something that should be noted out, highlighted, so that we can actually do a--a comparison that is much more comprehensive and clear.

I--I do have a question which--well, it's somewhat related to the Bus Redesign. One thing we know is that if bus service is more frequent, people use it. And that's terrific. That's part of the goal of this--this project. It has to be reliable, which is we've heard, it's not always reliable. I live in a part of the city right where the 71, 74, and 78. And sometimes, there's three at once within two minutes. And other than time you've to wait 45 minutes for the next one, which obviously doesn't make it reliable, and--and people feel that they--they will then use it.

There's another thing we have to do, which is ensure that communication is very clear. And I'm curious about what the plans are for real-time bus tracking is, whether it's on the bus, whether it's on apps, I've used a number of apps myself, and I'm just curious as to where we're at with ensuring that when the buses are there that we have real-time tracking available in a very user-friendly format that riders can use, because the frequency and the

reliability, and of course, paired with affordability, which we're hoping the fare-free transit that Chair Azeem is--is leading. We're gonna move forward on as a city, which will also dramatically increase usage. But I'm curious about the real-time bus tracking question.

COUNCILLOR BURHAN AZEEM: A little bit out of scope, but I'll allow everyone to have--I mean, if you have any quick thoughts to give at this time, otherwise, I'm afraid [inaudible 00:56:52] and I have to wait for--

COUNCILLOR PATRICIA M. NOLAN: Yeah, and that's fine. I realize that's--well, it's related to people. The reliability issue, it's certainly outside this. So, thank you, Chair Azeem.

COUNCILLOR BURHAN AZEEM: Yeah, absolutely. Melissa, any--or Adam any comments or otherwise, we can continue.

MELISSA DULLEA: Very briefly, one of the other pieces not of Bus Network Redesign, but of the Better Bus Project overall, kind of the--the larger umbrella project to transport bus, is to have more things like the E-Ink signs. These are solar-powered displays that you've started to see perhaps. Now, there's a--there's one at Bellingham Square and Haymarket and a number of other places, that have that

real-time information at the--the stop itself. And we're very interested in rolling those up, because it can take some of that stress out of reading transit, if you have better information. And all of our routes have access to, you know, people have smartphones, they can access information that way as well.

ADAM KAMOUNE: On the bus reliability piece, I--I want to commend the Traffic Commission and folks of the city for helping us with the Number One bus having bus lanes there. I frequently is a Number One bus, I live on Putnam Ave. in Cambridge. I also use the 70. And on that note, our buses get more reliable, their--their frequency improves, and their on-time performance improves if we have stuff like bus lanes, and stuff like dedicated and transit signal priority. These are things that will, Councillor, help us keep to the schedules.

But also, the doubling of frequent bus in the City of Cambridge is actually tremendous. If you ever use the one like I do, I don't even look at a schedule. You don't have to. It just comes. And if I miss one, I know there's one that's gonna be there in about five minutes, 10 minutes. I just know that there's gonna be one. Just like the red

line, it almost operates in that sense. People just walk up, wait for a bus and if they missed one, the next ones coming soon. And the--the number of those routes that we're proposing is going from five to 10. So, that number is done. So, that's--that's a very exciting initiative that we want to highlight.

COUNCILLOR BURHAN AZEEM: Thank you. I wanted to give it to Councillor Zondervan.

COUNCILLOR QUINTON Y. ZONDERVAN: Thank you, Mr. Chair to you. My thanks to the MBTA NC staff for those presentations. I won't reiterate all the concerns, which to me are worse than concerns. They're really unacceptable. And I appreciate that, overall, this plan is an improvement and--and I'm very excited about that. But I'm not excited about the additional inconvenience and injustice that's being done to our constituents.

So--so, what I would like to understand is, what--what are the chances here that you will undo some of these changes, particularly the 68 and the 80, 87, 88 in--in East Cambridge, so that we don't know lose service to our constituents there?

MELISSA DULLEA: Chair, time for me to respond, if I

may?

COUNCILLOR BURHAN AZEEM: Yes, please.

MELISSA DULLEA: So, there we're in the public outreach phase right now, of our plan. So, this is a draft proposal. We're planning to make changes over the coming two months or so, and then, present our recommendation for a final map. Now, with that said, there's--there's some things that we're trying to make sure, you know, we were very intentionally trying to respect kind of the number of buses that we have available to us, because there's certain limitations on, like, fleet size and how many garages we have, and things like that, that aren't just a matter of paying more operators. So, we need to, you know, make sure that the economics work out.

And if I--if I may just add one point, many of the changes to things like the 80 and the 87 and 88 are kind of driven by the fact that we have a new Green Line station that's operating now. You know, if I were going from East Cambridge to Medford, I'd take the Green Line. And, you know, direct from Union Square, is a short walk. And very shortly, we'll have the other branch opening later this year, that provides more direct connectivity to other parts

of Somerville and Medford. So, that's really the--the impetus for restructuring the network, because we didn't want to have buses that are competing with our new Green Line extension that we're very excited to have, when we could instead have those buses complement the network in a different way, so that we can serve different needs.

We think that we can provide much of the same connectivity that we have. It's just in a different way. And having the ability to retool the buses, so that they're not duplicating the new Green Line extension allows us to make the other investments and better frequency that we've been talking about as part of this full network package.

So, I just wanted to comment on that one, since I know my--my--I ran out of time in my presentation, but there were a number of comments about the 80 and 87 immediate, but I did want to mention that. And then, also we do have better connectivity between parts of these Cambridge and First Street getting from say, like the--the Cambridge side area, getting better connectivity to the newly relocated Lechmere station with our proposed new T101 route as well.

ADAM KAMOUNE: Melissa, I don't mean to put you on the spot. But the Councillor also mentioned 68 to want to--the

68 isn't going away entirely. There's still during peak time on our--on our map. But Melissa, correct me if I'm wrong.

MELISSA DULLEA: And by the way, when we say peak time in the case of the 68, I want to be clear that that includes the school travel period, because some of the heaviest trips that we have today on the 68 are to get folks over to Cambridge Rindge and Latin. So, when we say peak, for us that is inclusive of school period travel times as well. So, I just wanted to make that clear.

ADAM KAMOUNE: And Councillor Zondervan, I remember you advocating for that during--you know, during some of our cuts during COVID. So, just wanted to make that clear.

COUNCILLOR QUINTON Y. ZONDERVAN: Thank you. Thank you, Mr. Chair. Thank you, Adam. I do appreciate that. And thank you, Melissa, for those answers that--you know, again, it--it makes sense to me that you're thinking about it that way. But for our constituents, it's not the equivalent, because the bus stops multiple places along the way, and the train simply does not. So, when you take away the bus and you say, "Oh, just take the train," it's not the same thing. That's an inconvenience to our residents.

The same thing with the 68, I appreciate the, you know, peak hour service. But when you take away the nonpeak hour, that's inconveniencing anyone in that community who needs to take the bus during nonpeak hours to get to where they're trying to go. And, you know, as--as you're in public comment, and it's just common sense. It's not--it's not reasonable to say, well, you know, just take two or three buses instead. So--so again, and these are, you know, some of our dense neighborhoods, some of our black neighborhoods, some of our low income neighborhoods. So, you know, when you say that you're improving, you know, justice, you'd also have to factor in the effects on and the impacts on--on those communities.

So, I appreciate the constraints. I know that, you know, you don't have infinite resources. But it's really important to us to understand what--you know, what are the chances of our constituents' interests being protected here, because, you know, we're--we're having these conversations. But if--if you can't undo those changes, then, you know, we can tell them that their service is going to continue.

COUNCILLOR BURHAN AZEEM: Thank you for that

Councillor Zondervan. If it's all right, I'm going to let Councillor Carlone make a comment, and then, I'll give it back to representatives of the MBTA for any final comments. And you can respond to some of the initial comments by Councillor Zondervan as well. Councillor Carlone?

COUNCILLOR DENNIS J. CARLONE: Thank you, Councillor. I'm hearing an echo and--I hope--I'm going through the computer.

NAOMI: Councillor Carlone, if you can unmute--if you can just mute your computer and use your desk mic, you should be fine.

COUNCILLOR DENNIS J. CARLONE: Thank you, Naomi. So, I greatly--we all greatly appreciate what you're doing. You're trying to make better service throughout. And building on my colleagues comments, I--I maybe you've done this, but I haven't seen it is wherever there's change to actually do a summary of why there's change. And on each route--and--and I'm sure you've done it for new routes or expansion, but I'm talking also about the ones that are being cut back. And it doesn't have to be much. It--you know, low use, we get that. But--yeah, I believe, Melissa, mentioned that you're adding scheduling information to some

locations, I believe you said that. I would ask--and maybe the City does this, I don't know, bus shelters. But as we have inclement weather, even if it's only a 10 minute wait, it can be pretty miserable in winter, for instance. And some people are just gonna say, "Forget it, I'm taking the car."

Now, I know bigger cities have faster service, because the density is higher. But Cambridge is much more dense than Boston, for instance. I am sure you know this. And so, we really have a huge potential to expand bus service, if it's convenient, if you're out of the weather, and if you know what's happening. So, I think this is a great step forward. You might have done a summary on why service is being reduced. I haven't read it. And I think it would address a lot of issues, at least for most people.

So, those are my comments. I thank you for what you're doing. Urban life is all about public transit, years I grew up in New York, long 50 years ago, and night and day. But the density is there. And so, I hope we can build on that. And my fellow Councillor Zondervan, mentioned the line on--from East Cambridge on that--that's pretty--as I recall, pretty far apart now between buses. And if we're cutting

back on that, at least I read that in the beginning that that was a possibility. We're never going to get those people back.

So, I'd love to hear your responses to explaining why certain routes have to be cut. And is there--I assume there's a link between the MBTA and the City on bus shelters. It might be the City's total responsibility. But we really need to do a better job in encouraging people in bad weather to use the buses. Thank you.

COUNCILLOR BURHAN AZEEM: Thank you, Councillor Carlone. I wanted to give it over to Melissa. I know you also have to go. So, this could also be closing remarks. But I just wanted to give you the opportunity to respond.

MELISSA DULLEA: Thank you for that. This has been tremendously helpful feedback. So, I'm glad we had this opportunity to have this conversation. A couple things in response to Councillor Carlone, the--the question about adding more about the why, that's a really interesting question because our existing materials don't always go into that detail. So, that's something that I'll do some thinking out around and see. It's--it's not always that a route was eliminated because specifically it was low

ridership. Sometimes it's that we just--we have a new route picking up that same demand to serve it in a different way. So, that doesn't necessarily imply that a route was say low ridership if it's not necessarily on the map.

In many cases, it was because of, you know, trying to complement the rapid transit network, trying to complement the new Green Line extension, so that we can take those resources and kind of use it to fill in other gaps, because we recognize our existing network isn't necessarily serving all trips well. We were driving a lot of these decisions based off of looking at cell phone data and how people are traveling. And there are many trips that people were taking that aren't very competitive with transit. So, that's really the impetus for where many of these ideas came from.

So, I want to thank everyone for their time. And feel free to get in contact through us. We have lots of contact information available at [mbta.com/bnrd](https://www.mbta.com/bnrd). Folks can write us comment letters. They can email us. They can--we have a mailbox where folks can provide telephone comments. So, we have a number of different ways that we're accepting public comments over the next month. And then, we'll be distilling all these changes and providing a new version of our

proposed network that we'll have more conversations about as we get closer to the fall. So, thanks everyone for your time.

ADAM KAMOUNE: And I'll stay on folks. If you have any questions, happy to take them. I can answer the ones that I do have knowledge of, but Melissa, I can't--I can't answer the ones in Melissa's world. So, I'll write them down and take it back to our team. So, if there's any MBTA questions, I'm happy to take them.

COUNCILLOR BURHAN AZEEM: Wonderful. Thank you, Melissa, for joining us.

ADAM KAMOUNE: And really quickly on the Councillor's point, so yes, the bus shelter question is an interesting one. We don't own all of our bus shelters. In fact, we work with municipalities, like Cambridge to put them up in certain locations, especially high-density ones. So, that's something that we can have a conversation about if you're looking at locations where there could warrant that. We can have a conversation with--because we--we like bus shelters, and we'd love to see more. And that's something that we consider an amenity and attracts more riders, and more riders just means good things for the T. So, happy to

continue that conversation with your Councillor.

And then, onto your second point, there is a sheet that explains in column one, what you used to take for a bus, and then, what your new route would be and some of the reasoning behind that in the third column. And I'm happy to share that with you as well. And--and the reason why we don't use the word cut is because it is actually 25% increase in service overall. It is just a restructuring of where some of the routes go. This is something that we built into our pro forma in terms of our financial planning for the next few years, is spending more resources and more dollar amounts on bus. And so, that's why you're not hearing the word cut. It's because we actually invested more money on service. We're creating more frequent service in the City of Cambridge. It just requires some--some restructuring. But we understand some of that, and we're happy to have that conversation with folks externally just for the sake of transparency, right? Because what we're hearing is folks be like, "Wait a second, this tweak doesn't work for me." But we're--we're taking that feedback back, and certainly incorporating it to some of our draft moving forward.

COUNCILLOR BURHAN AZEEM: Thank you for this response, Adam. I know there's a couple of hands up and people want to reply. Because of the final structure of this meeting, I'm actually gonna go back to Iram and CDD, and just ask, you know, you have to rush to the presentation before if there were any other comments that you wanted to cover in that now that we have a little bit more time. And if there was anything you wanted to add or on like general timeline or feedback on when Cambridge is collecting details and collecting feedback and how we're doing. So, with that, I wanted to hand it back to Iram, just if you have anything else. Otherwise, we can continue the conversation.

ASSISTANT CITY MANAGER IRAM FAROOQ: Thank you, Chair Azeem. We did make it through the--the whole presentation. But I am going to turn it over to Andy just to speak a little bit to the bus shelter question, and--and Suzanne might want to jump in as well. So, Andy?

TRANSPORTATION PLANNER ANDREW REKER: Absolutely. So, about the bus shelters, as Adam mentioned, in Cambridge, we actually have ownership of most of the shelters in the city. There are some that private developers have constructed as a result of a development process where that

was a mitigation requirement and such like that. They actually have ownership of that and actually are responsible for the maintenance of it. But we have about 250 bus stops in Cambridge. And about 70 of them have a shelter, whether it's a city-owned one, one provided by a developer, and MBTA has a few as well too. In particular, you may notice the ones at Harvard Yard or at Porter Square, some of those shelters are actually owned by the MBTA.

Where we've actually really struggled, has actually been in some of the places where bus stops are, sidewalks are fairly narrow, or the building goes right up to the edge of the property line. So, it's not really a convenient place to put a shelter, because it could block a window or some other important access to that property. So, we've actually really struggled with it. The MBTA has actually really has brought on a new shelter contractor that we're trying to find alternative designs that actually allow us to build shelters at those more constrained locations.

So, we actually have a shelter map on the CDD website. If you look for bus stops, bus shelters and benches, there's a map there, so you can get a sense of where those

are at. And if you have suggestions, we're definitely open to hearing about it. You know, I think in the--being better buses, you know, that shelters and you know benches and all those kinds of stuff amenities are really important to people as much as the service. So, we're definitely open to hearing feedback from people.

COUNCILLOR BURHAN AZEEM: Thank you for that. With that, I think that Councillor Nolan has her hand up. So, Councillor Nolan?

COUNCILLOR PATRICIA M. NOLAN: Thank you. I appreciate all the comments made and the clarifications. And as Adam talked about, it may be a net overall increase, and yet, if a specific route has less frequency, like the 68 is going to only peak for people who used it off-peak, it seems like a cut. So, even if it's not used the word cut, I think just having the full picture is really helpful for people. And similarly, on Concord Ave, at first it looked like, "Oh, we're just increasing service." But in fact, there--there's less frequency on some of those routes along Concord Ave, has been pointed out. So, I really hope and encourage the T to look at them.

I'm curious that there's been any thought given to if

we do proceed with this, I know that as we've talked about frequency, reliability and affordability are the key drivers for people to be able to use the T as we either decrease or eliminate fares for transit. How is it that we will look at the capacity of the system to respond to what will presumably be a fairly, we hope, significant increase in ridership. And is that factored in at all in some of these plans? Is it something that based on the-the pilot in Boston that was done on a couple of different routes? Whether those are things that we should be contemplating now as ones to factor into a possible plan for the future?

COUNCILLOR BURHAN AZEEM: Adam, I'm not sure if you have any answers to that.

ADAM KAMOUNE: I don't have a direct answer. I think that is something to keep in mind when--yes, I believe you were working with the policy team on developing that. And once you set up the parameters and things like that, that is gonna be a part of the conversation, you know, defining what success for that pilot looks like. There's a separate initiative, but it is good to keep the both in mind. And I commend Councillor Nolan on--on mentioning that, because that is--some of that's gonna be a part in development of

Fare-Free Bus and that initiative. So--

COUNCILLOR BURHAN AZEEM: Councillor Nolan?

COUNCILLOR PATRICIA M. NOLAN: Yeah, thanks. That was--again, I--I--that was--I yield--now, I think there's lots of questions that are here. And as I hear it, they will continue to be the gathering of information from the City as was mentioned by CDD staff. Right through July, that'll be communicated to you. This--this is still in process of another couple months. And I particularly commend the T for that. As Adam mentioned the--the bus lines, if we can get ridership up, the challenge for all of us as we do this transition. If we don't see more ridership, then it will be a challenge for us to meet so many of our other interrelated goals.

I did notice, I actually did have one question. There's an increase in service in North Cambridge, and yet there was a recent--I thought that 77 was actually being decreased. Is that because of the other services that are being increased, and is there a chance that 77 will also come back to an increase?

ADAM KAMOUNE: So, it's--so our proposal has a 77 becoming a frequent bus route. So, essentially being

elevated to a key bus route. So, that will--what we're proposing for the 77 is, continuing as it exists, a lot of people ride it, and like riding it as it exists. And just having it be 15 minutes or better, seven days a week, Monday to Sunday. So, I don't know if that would answer the question.

COUNCILLOR PATRICIA M. NOLAN: Yeah, I think it's something people don't know, frankly, as I've talked to people out there, because it was cut for a while after COVID. So, there was definitely some concern. So, I think reminding people that it's not only going back to where it was, but being improved. It's good. Thank you, Chair Azeem. I yield.

COUNCILLOR BURHAN AZEEM: Thank you. I have two more questions. But before I get to do, any other Councillors have any other questions? I'm not seeing any more hands up.

I had a question for City staff. I think this was brought up briefly, but could you just tell us a little bit more about your projections around Central Square? I just know that we'll see a much larger increase in volume potentially. And so, I just wanted to hear about that implications on traffic around Central Square.

ASSISTANT CITY MANAGER IRAM FAROOQ: Thank you, Chair. I'm gonna turn it over to--to Andy, and Joe might want to jump in as well.

TRANSPORTATION PLANNER ANDREW REKER: Definitely, I think you're correct. The volume of buses probably will increase. Currently today, the Route One is the only bus route that operates at a very high frequency. The MBTA's proposal has one, two, three new routes--sorry, two new routes for a total of three that connect in Central Square.

What are the changes that's happening? Previous to COVID, the Route 47 which is being replaced or is in the proposal to be replaced by the T39 was almost at a similar level of service during rush hours. And one of the challenges that we have with that bus is that because it ended in Central Square. It was always so tough as people may know to find a place to put that bus while an operator needs to take a break or the MBTA waits to start the next trip.

With a T39 proposal, that bus no longer stops or no longer ends in Central Square, but continues through, and while making stops at the Red Line station. So, while the volume of buses may increase traveling through Central

Square, it should actually potentially mean that there's less buses stopping and staying in Central Square. The amount of buses that are proposed for Mass Ave in particular is significant though. So, I think it would be pretty notably different for people who are used to seeing just the one bus rarely come fairly often.

In terms of implications, I think that--I'm not sure exactly what that means in terms of how street designs may change, or--or other type of factors. But I also wanted to give Joe Barr a chance to also chime in here.

TPT DIRECTOR JOSEPH BARR: Sure, I don't have a ton to add. But I guess I'll just say that, you know, to the streets design question, I mean, I think we're--as was alluded to, I think by the T, we're trying to figure out in general with the new service proposals, what that might be for, you know, additional bus priority facilities on different routes. It's not just going elsewhere. And you know, we're certainly supportive of as we have done in certain streets already, adding additional bus lanes where we can make them fit and they're not very wide streets.

I think in Central Square specifically, you know, there's a bustling coming on River Street as hopefully

everyone is aware of. And then, as we look at the Capital Project in Central Square that DPW will be, you know, leading in the next few years, I think there's a lot of questions that have to be answered there about street design.

But I think one of the key priorities there was going to be looking at, you know, what type of priority can we provide for buses, you know, on Mass Ave, as well as potentially approaching Mass Ave, as well as looking at, you know, really at Mass Ave, between Central Square and the River as well, where we've already done some upgrades very recently. But we're hoping that that's maybe more of a downpayment on even more coming in the future. But there's a lot of traffic analysis, a lot of bus, you know, delay analysis and just general streetscape design work that we have to work closely with the community on.

ADAM KAMOUNE: A very small tidbit to add. So, Mass Ave and Pearl is the start of the 47 route for us. So, oftentimes, we'll have a bus there standing, which it's also used by the 1 and it's used by the 70, it's used by 64, three important routes, pretty frequent routes. I use the 70. And I'm anecdotally pretty frustrated, because if

there's a 47 bus that is about stars route, or it's parked there, there's not enough space sometimes because the [toll 01:24:53] is very, very popular with rideshare drivers, and lot of people pull over there and there's dwelling there. So, sometimes buses--and this is an ADA concern, but it's also a concern for Environmental because some of our buses can't pull in there. So, this--by not having the 47 be there anymore, that reduces that likelihood from happening. So, small, very small, but exciting tidbit, at least personally for me.

COUNCILLOR BURHAN AZEEM: Thank you for that. Yeah, just based on those comments, I just want to briefly mention here that, you know, I think given the increase in bus service, that's going to be quite dramatic as Cambridge goes from 5 to 10 high-frequency routes. And then, number of them that go to Harvard and Central Square, particularly on Mass Ave.

I'm particularly interested in, you know, starting the conversation around, like, a bus route transit or other forms that we can really try to increase bus flow to that segment. And so, perhaps that can be a topic of a future conversation and something that, you know, we can take a

little bit of our time with, because we have a, you know, a few years until this new plan will be rolled out, and even then those will be capital investments, which will take some time.

But I just wanted to highlight that in this conversation in particular, and that I think that if we want to move, you know, 10 high-frequency buses throughout our city pretty quickly, having some infrastructure changes that could match that beyond bus lanes, or it would be something I would be particularly excited in. Great. I think--sorry.

ADAM KAMOUNE: I just want to say thank you for having us. I think, you know, East Cambridge in particular, really quickly, like, the proposal for the one--101 is very exciting for folks. It'll help alleviate some of the congestion that's happening over there in Kendall. And--and do want us--and we're gonna be having more conversation with folks, open houses, other opportunities to engage with the T on this. And we do have our email in our website, and folks are encouraged to share comments. We do aggregate this, and we--and we do have this on the top of our mind moving forward before any permanent decisions are made.

Sorry for cutting you off.

COUNCILLOR BURHAN AZEEM: No, thank you for that, Adam. And I just wanted to say, if you end up being divided about where that bus, um, bus volumes, you know, I think we're both pretty invested in adding physical infrastructure to support buses, but also having more housing and people in general throughout our city, so they'll be put to good use, if you end up being divided on where to have additional buses.

With that, um, with that, any additional hands up? And so I'll make a motion to adjourn.

DEPUTY CITY CLERK PAULA CRANE: Councillor Azeem, you're making that motion?

COUNCILLOR BURHAN AZEEM: Yeah.

Deputy City Clerk Paula Crane called the roll:

Councillor Burhan Azeem - Yes

Councillor Marc C. McGovern - Absent

Councillor Patricia M. Nolan - Yes

Councillor Paul F. Toner - Yes

Councillor Quinton Y. Zondervan - Yes

Yes-4, No-0, Absent-1. Motion Passed.

COUNCILLOR BURHAN AZEEM: All right. Thank you, guys,

all for being here.

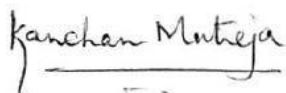
NAOMI: Thank you, all. Thank you, Chair Azeem.

**The Cambridge City Council Transportation and
Utilities Committee adjourned at approximately 01:49 p.m.**

C E R T I F I C A T E

I, **Kanchan Mutreja**, a transcriber for Datagain, do hereby certify: That said proceedings were listened to and transcribed by me and were prepared using standard electronic transcription equipment under my direction and supervision; and I hereby certify that the foregoing transcript of the proceedings is a full, true, and accurate transcript to the best of my ability.

In witness whereof, I have hereunto subscribed my name this 24th day of January 2023.

A handwritten signature in black ink that reads "Kanchan Mutreja". The signature is written in a cursive style and is positioned above a horizontal line.

Signature of Transcriber